BookletChart™

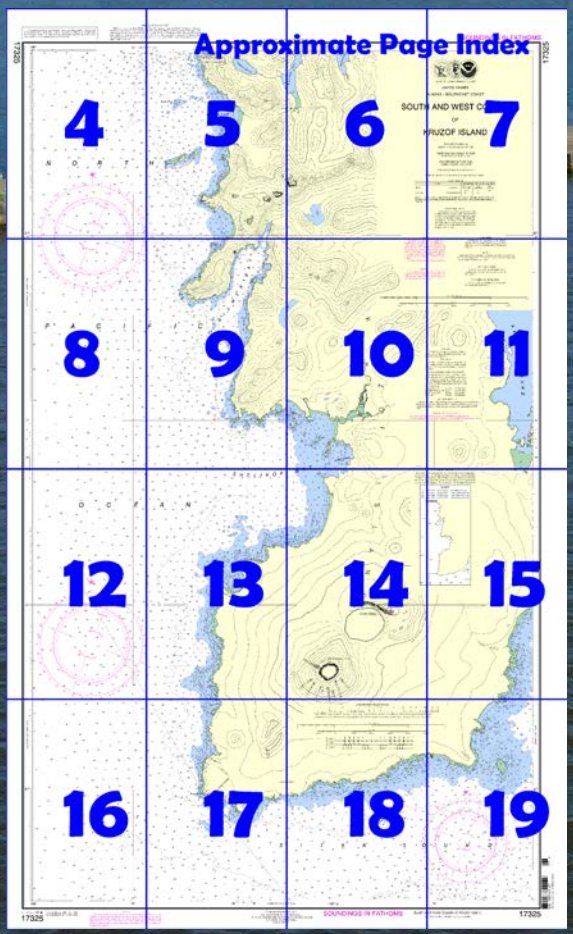
South and West Coasts of Kruzof Island

NOAA Chart 17325

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

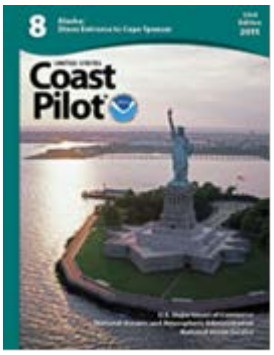
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17325.

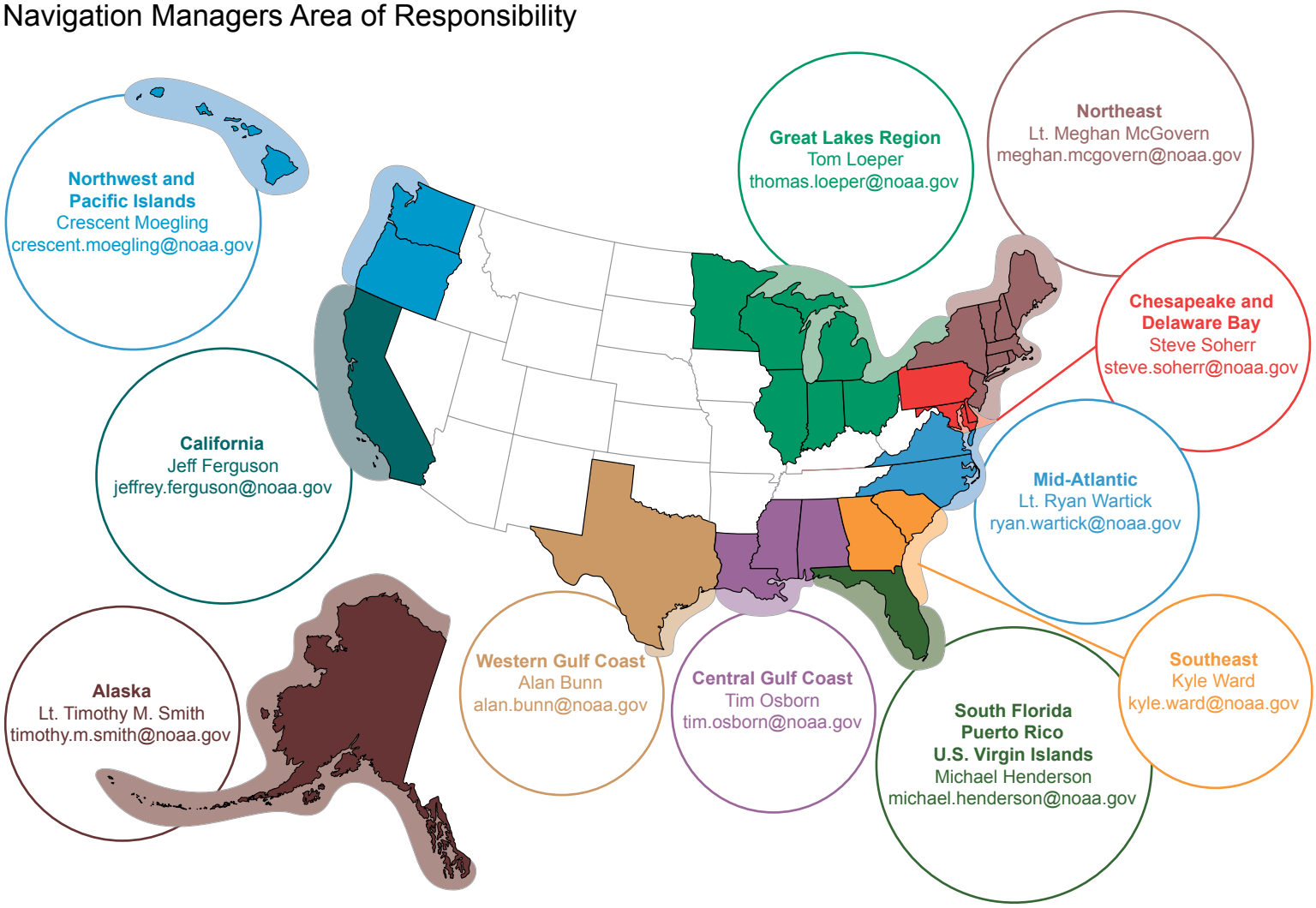


(Selected Excerpts from Coast Pilot)
The W coast of Kruzof Island trends N and is indented by Shelikof Bay and Gilmer Bay. Mount Edgecumbe occupies the S third of Kruzof Island and is an unmistakable landmark for this part of the coast. There are no hidden outlying dangers until Cape Georgiana is reached. Submerged rocks do exist in the bays and bights along this coast. The 100-fathom curve is 8 miles from shore abreast Cape Edgecumbe, 12 miles abreast Cape Georgiana, and the soundings decrease regularly to the coast.
The shore from Cape Edgecumbe to Neva Bay rises in a precipitous cliff of brown lava and forms a prominent landmark. Numerous large caves or blowholes are to be seen in this lava cliff. From Neva Bay to Beaver Point the shore is lower and rises in gradual wooded slopes. The shore between Cape Edgecumbe and Beaver Point is fringed with ledges that extend 0.1 to 0.5 mile offshore, and shoal water, marked by thick kelp, extends from 0.2 to 0.5 mile offshore. The bottom slopes regularly out to beyond the 50-fathom curve and is uniformly rocky. There are no dangers more than 0.5 mile offshore.
Neva Bay, 2.5 miles N of Cape Edgecumbe, is open to the sea and the entrance is choked with kelp; it is of no importance to navigation.
Beaver Point, 5.5 miles N from Cape Edgecumbe, is low and wooded and forms the S point to Shelikof Bay. A reef, marked by thick kelp and having numerous rocks that bare, extends for 0.8 mile N of Beaver Point. The open bight, close E of the point, is full of rocks and kelp.
Shelikof Bay, with depths ranging from 10 to 20 fathoms, is open W, and is not recommended as an anchorage. Off Beaver Point and along the S shore kelp grows thick out to 6 and 10 fathoms. In the SE corner is a sand beach 1.5 miles long. The N side of Shelikof Bay is foul with numerous rocky islets and ledges that extend 0.3 to 1 mile offshore.
Port Mary, at the head of Shelikof Bay, has general depths of 3 to 5 fathoms except at its N end where it is shoaler. A large rock, about 20 feet high, is off the S entrance point. The only known danger in Port Mary is a rock awash 300 yards off the SE shore and 0.7 mile NE of the S entrance point. Small craft can find protected anchorage in S weather in the small bight, with a high rock in its center, on the SE side of the port. Small vessels can find partially protected anchorage in the bight called **Cuvacan Cove**, on the N side of Shelikof Bay, about 1.6 miles E of Slaughter Island, and E of a group of islands and W of a bold, wooded point. To enter the cove, pass S and E of the group of islands and anchor in 3 to 4 fathoms, sand bottom.
Goleta Cove is on the N side of Shelikof Bay, about 1.1 miles E of Slaughter Island. The cove affords protected anchorage for small craft and is much used by local fishermen. A large bare rock is in the middle of the entrance, and the passage E of the rock is choked with other rocks and kelp. A rock that bares at half tide is in the middle of the W passage. To enter, pass very close W of the large bare rock and E of the rock that bares at half tide.
Point Mary, the N point at the entrance to Shelikof Bay, is high and wooded. **Slaughter Island**, off Point Mary, is grass-covered and connected with the shore at extreme low water. Rocks that bare at various stages of the tide are off the E, SW, and W sides of the island.
Point Amelia (57°13.5'N., 135°52.4'W.), 13.7 miles N of Cape Edgecumbe, is the NW point at the entrance to Gilmer Bay, and is the most prominent point between Cape Edgecumbe and Cape Georgiana. The point is the terminus of a peninsula. Two small knolls are at the seaward end; the inner one is wooded and the outer one a cone-shaped rock. Rocks bare at half tide are about 200 yards offshore. In the bight 2 miles NNE of Point Amelia is a conspicuous sand beach 0.4 mile long.
Gilmer Bay is on the SE side of Point Amelia. About 1 mile inside Point Amelia the bay contracts to 0.6 mile wide; it then expands to 1 mile, and terminates in a narrow arm.
Sealion Islands are 3.5 miles N of Point Amelia. They are five in number, the easternmost about 0.8 mile from shore. The two largest are grass covered, the E one has a number of dead trees. The easternmost of the group is partially covered with grass; the remaining two are bare rocks.
Eagle Rock is about 1.6 miles N of the westernmost Sealion Islands and 1.4 miles SSW of Cape Georgiana. It is dome-shaped and bare.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

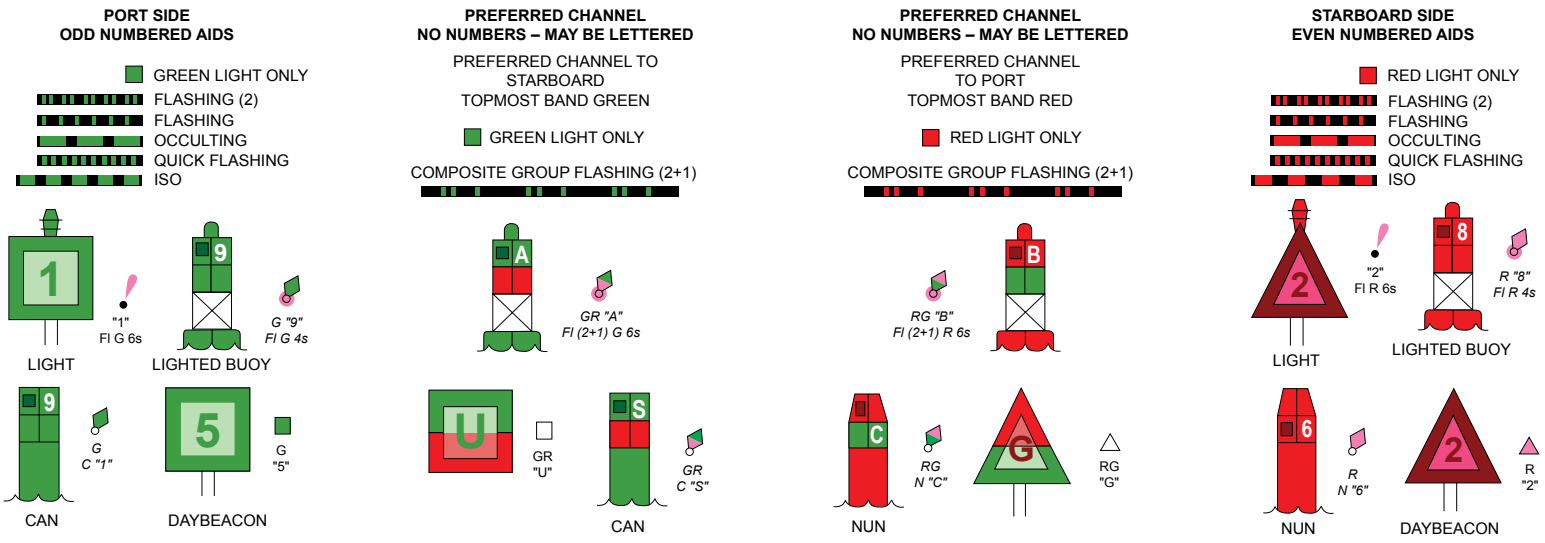


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

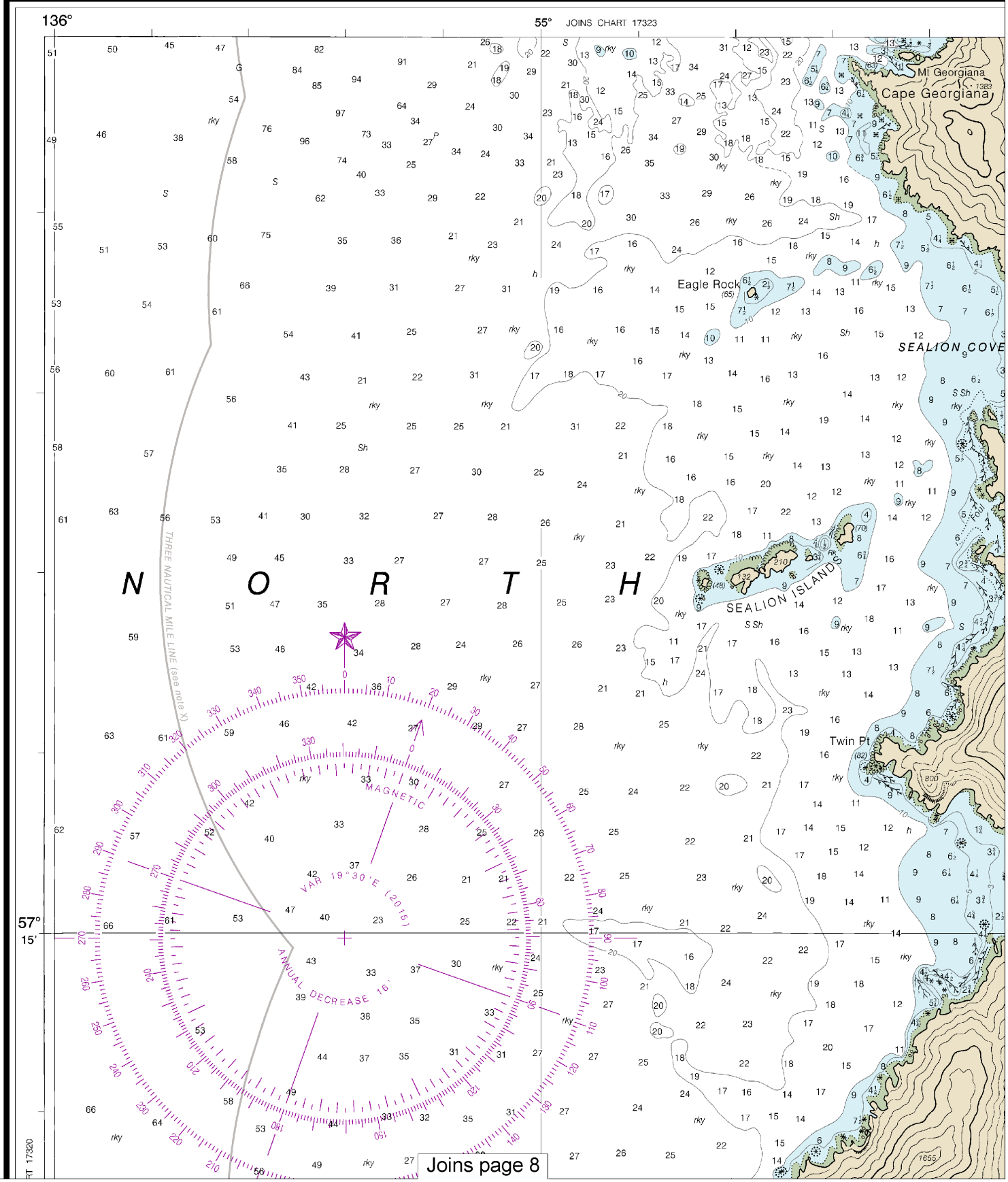
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

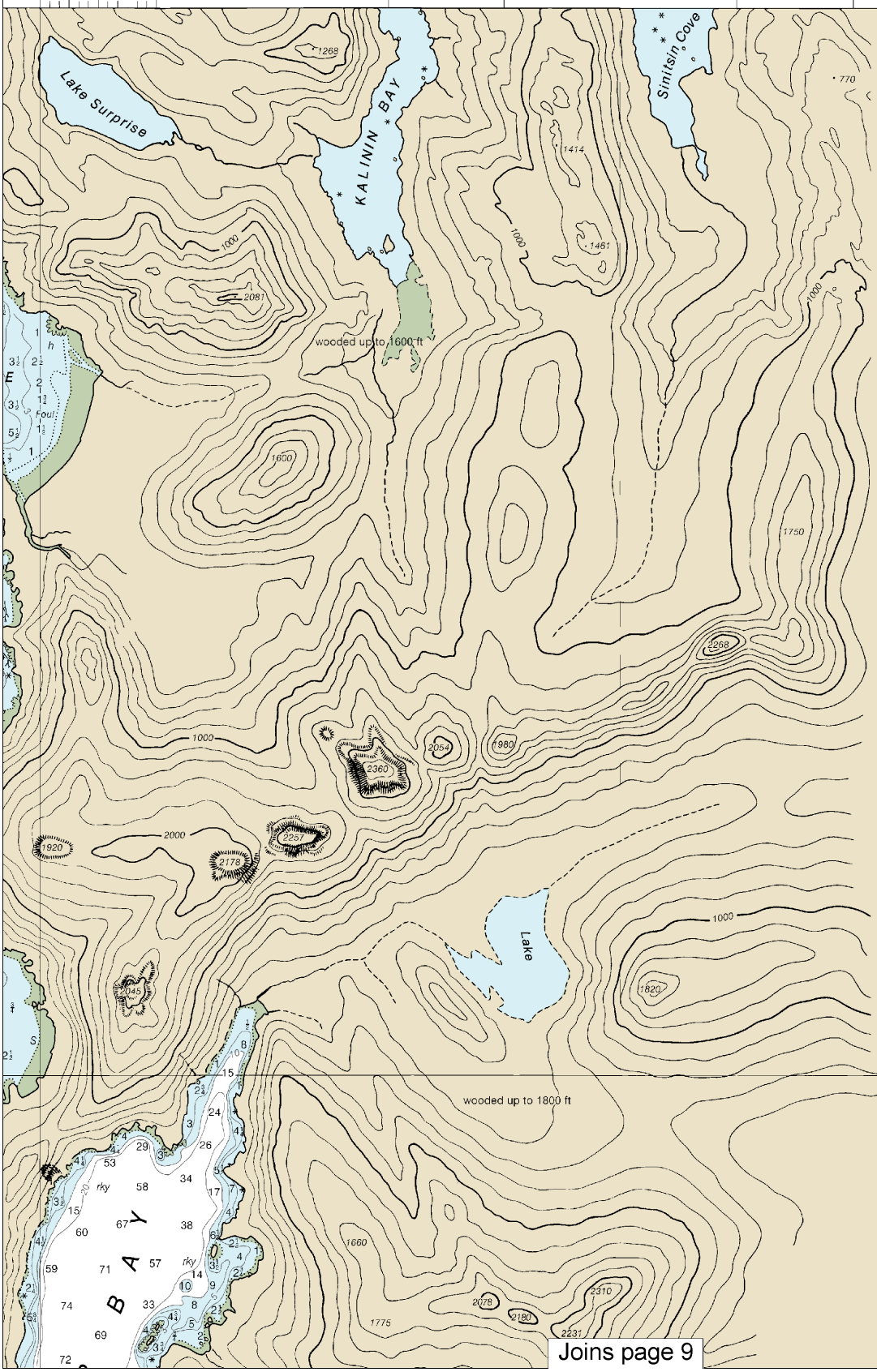
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Formerly C&GS 8256, 1st Ed., Mar. 1931 C-1931-363 KAPP 2653

50° 45' 30' 15' 49' 135° 45' 40'



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Joins page 6

NOTE A

Navigation regulations are published Chapter 2, U.S. Coast Pilot 8. Additions revisions to Chapter 2 are published in Notice to Mariners. Information concern the regulations may be obtained at the Off of the Commander, 17th Coast Guard Dist in Juneau, Alaska, or at the Office of the Dist Engineer, Corps of Engineers in Anchorag Alaska.

Refer to charted regulation section numb

WARNING

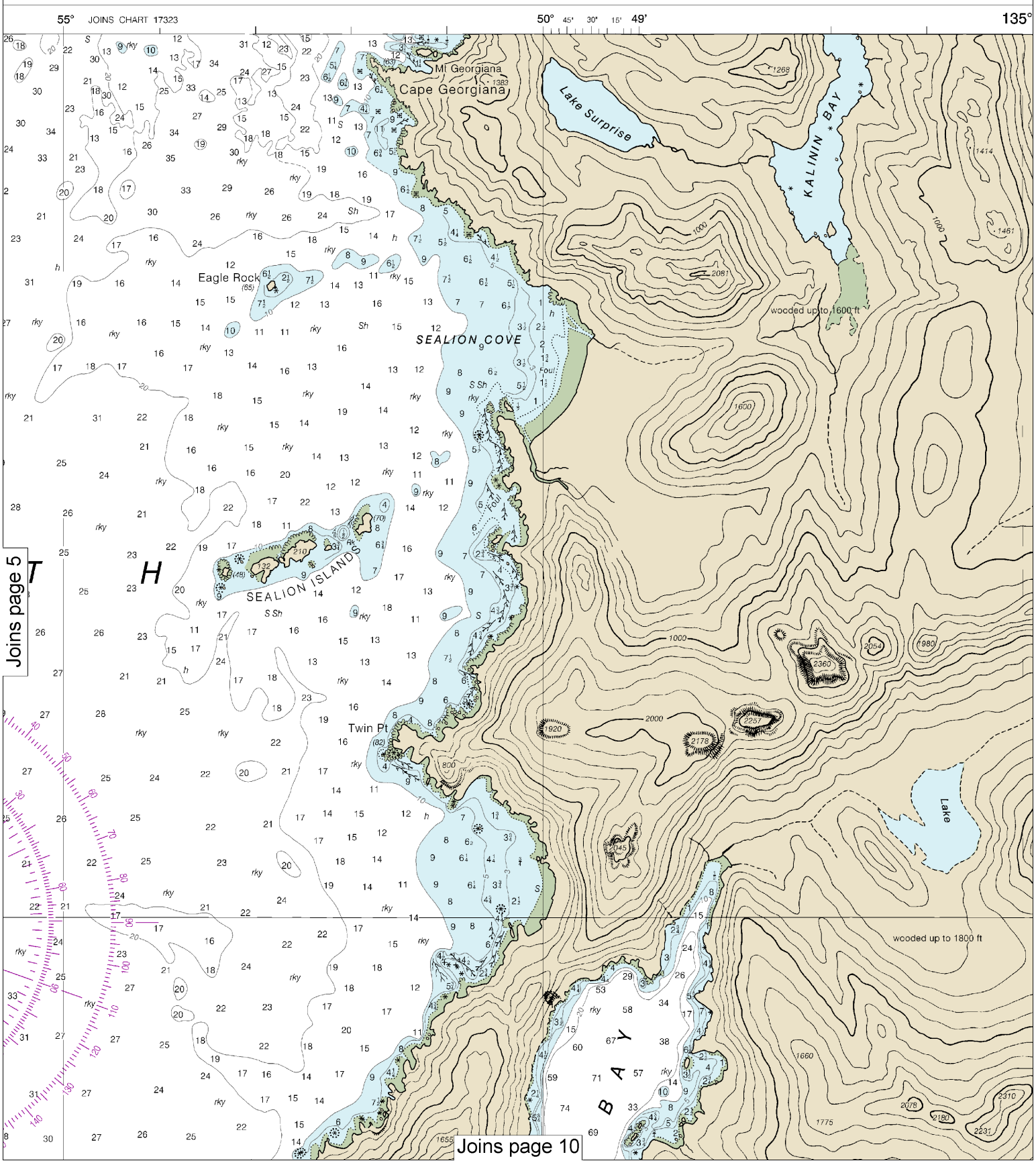
The prudent mariner will not rely solely any single aid to navigation, particularly floating aids. See U.S. Coast Guard Light and U.S. Coast Pilot for details.

SCALE 1:40,00

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8256, 1st Ed., Mar. 1931 C-1931-363 KAPP 2653



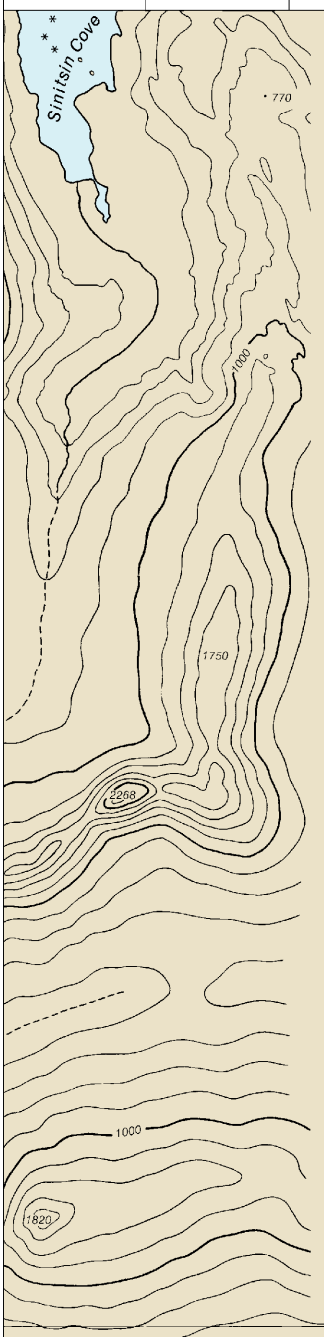
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.

17325



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

SOUTH AND WEST COASTS

OF

KRUZOF ISLAND

Mercator Projection
Scale 1:40,000 at Lat 57° 09'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

No tidal observations are available for the area covered by this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.278" southward and 6.390" westward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U. S. Coast Guard and Geological Survey.

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

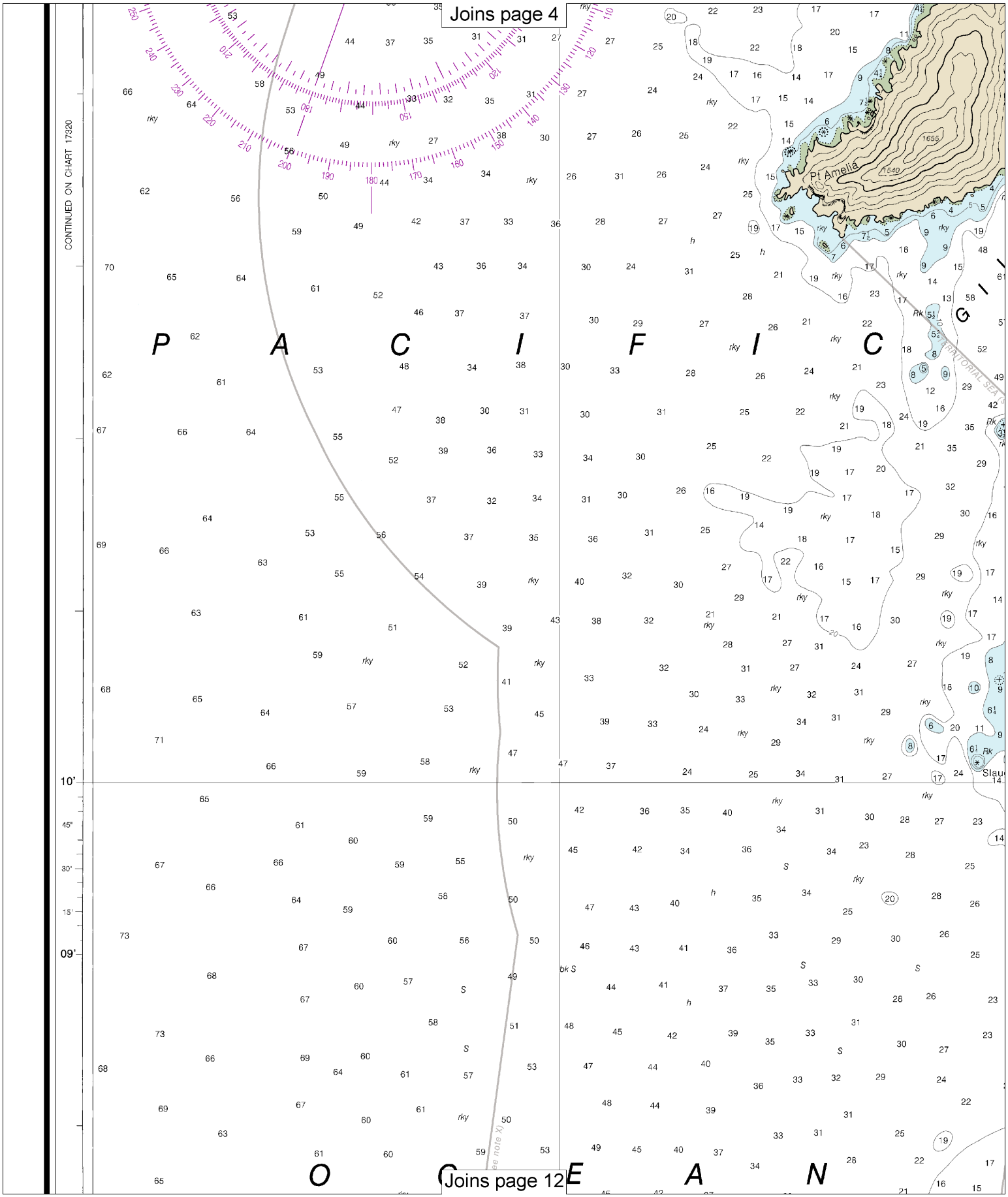
AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

Joins page 11



Printed at reduced scale.

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Nautical Miles

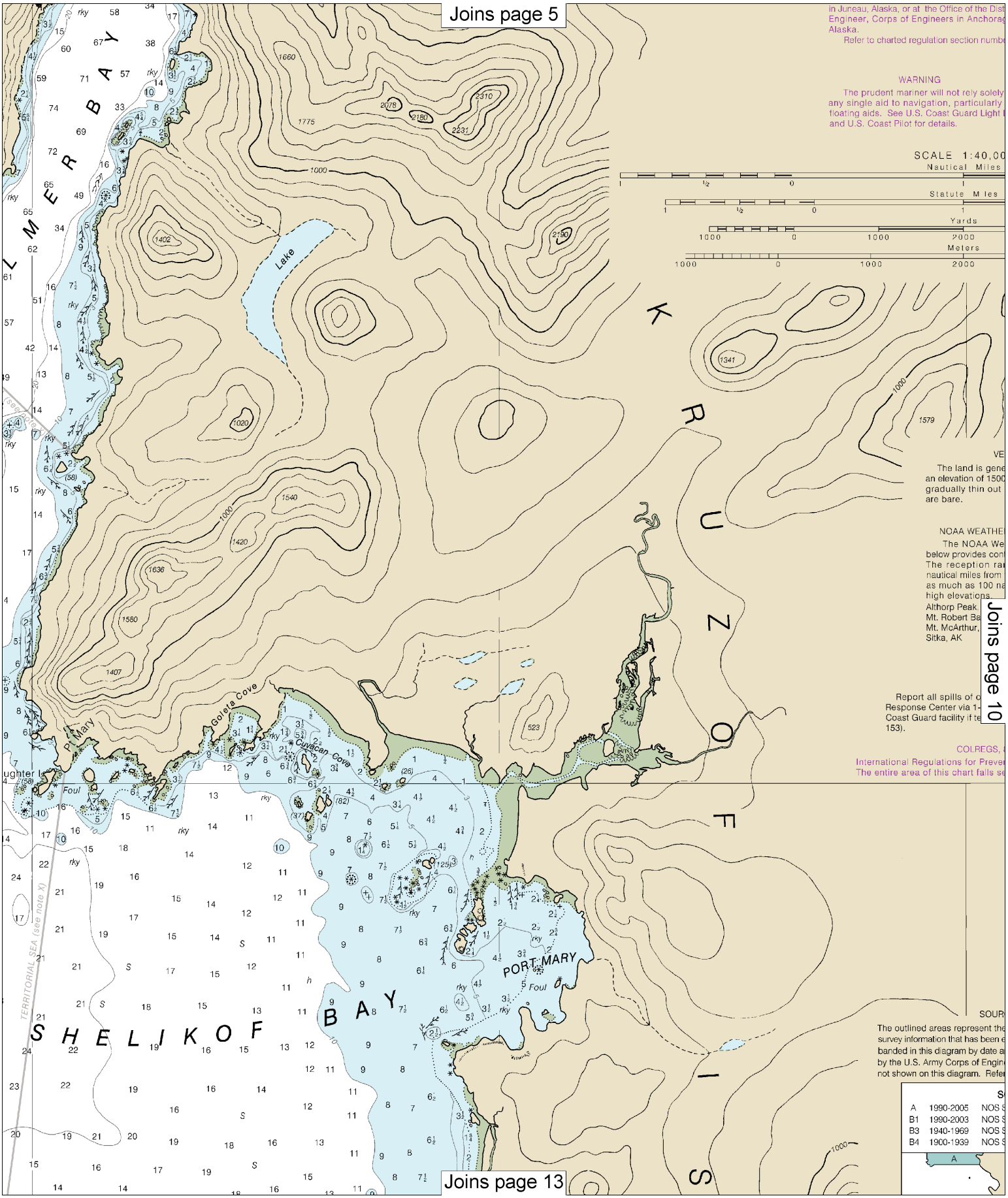
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.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in Juneau, Alaska, or at the Office of the Dist
Engineer, Corps of Engineers in Anchora
Alaska.
Refer to charted regulation section numb
WARNING
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and U.S. Coast Pilot for details.
SCALE 1:40,00
Nautical Miles
Statute Miles
Yards
Meters
SALMER BAY
KRUZOF
SHELIKOF BAY
PORT MARY
Lake
Golets Cove
Cuyucan Cove
Pt Mary
Foul
TERRITORIAL SEA (see note X)
VE
The land is gene
an elevation of 150
gradually thin out
are bare.
NOAA WEATHE
The NOAA We
below provides cont
The reception ra
nautical miles from
as much as 100 na
high elevations.
Althorp Peak
Mt. Robert Ba
Mt. McArthur,
Sitka, AK
Report all spills of o
Response Center via 1-
Coast Guard facility if te
153).
COLREGS,
International Regulations for Prever
The entire area of this chart falls se
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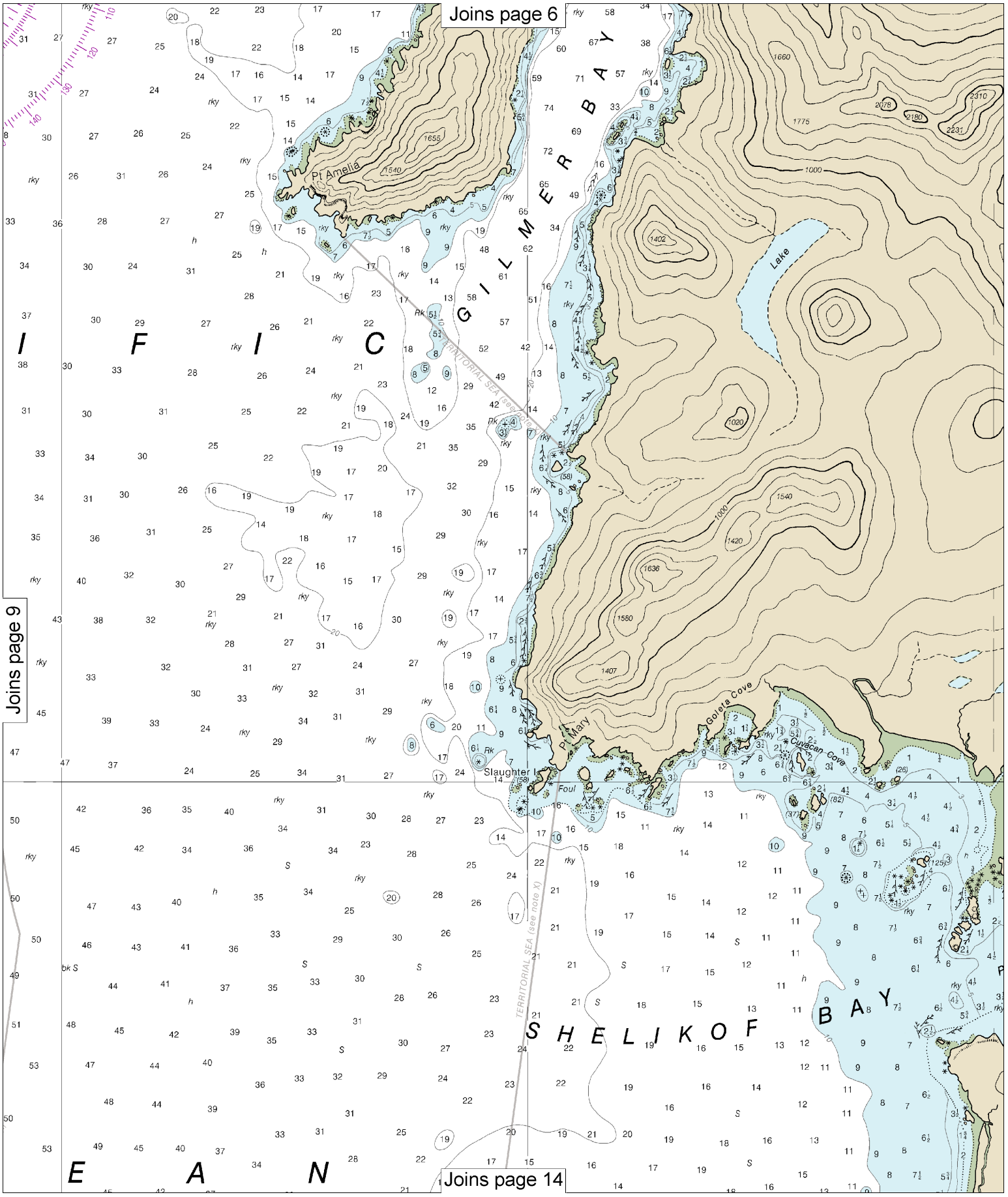
The outlined areas represent the
survey information that has been e
banded in this diagram by date a
by the U.S. Army Corps of Engin
not shown on this diagram. Refe
A 1990-2005 NOS
B1 1990-2003 NOS
B3 1940-1969 NOS
B4 1900-1939 NOS
Joins page 10
Joins page 13



Note: Chart grid lines are aligned with true north.

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Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 7

in Juneau, Alaska, or at the Engineer, Corps of Engine Alaska.

Refer to charted regulation section numbers.

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

SCALE 1:40,000

Nautical Miles

1 ½ 0 1 2 3

Statute Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

Meters

1000 0 1000 2000 3000 4000 5000

KRUZOF ISLAND

KRESTOF SOUND

(use chart 17324)

1341

1579

1000

2190

523

1141

PORT MARY

5 Foul

VEGETATION

The land is generally heavily wooded up to an elevation of 1500 feet. Above that the woods gradually thin out and the higher elevations are bare.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Althorp Peak, AK	KZZ-86	162.425 MHz
Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Mt. McArthur, AK	KZZ-95	162.525 MHz
Sitka, AK	WXJ-80	162.550 MHz

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

10'

45'

30'

15'

09'

SOURCE DIAGRAM

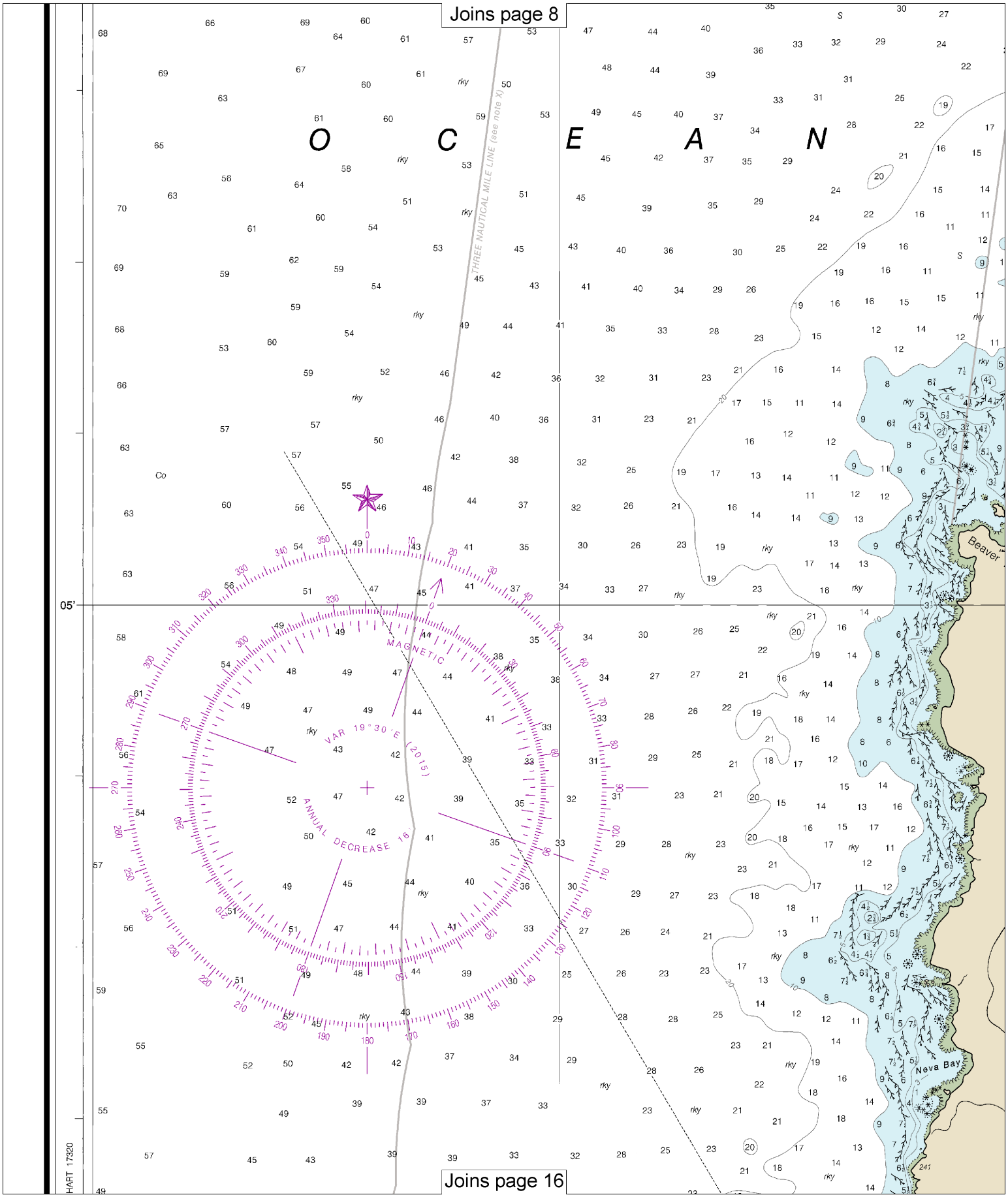
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990-2005	NOS Surveys	full bottom coverage
B1	1990-2003	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

A

Joins page 15



12

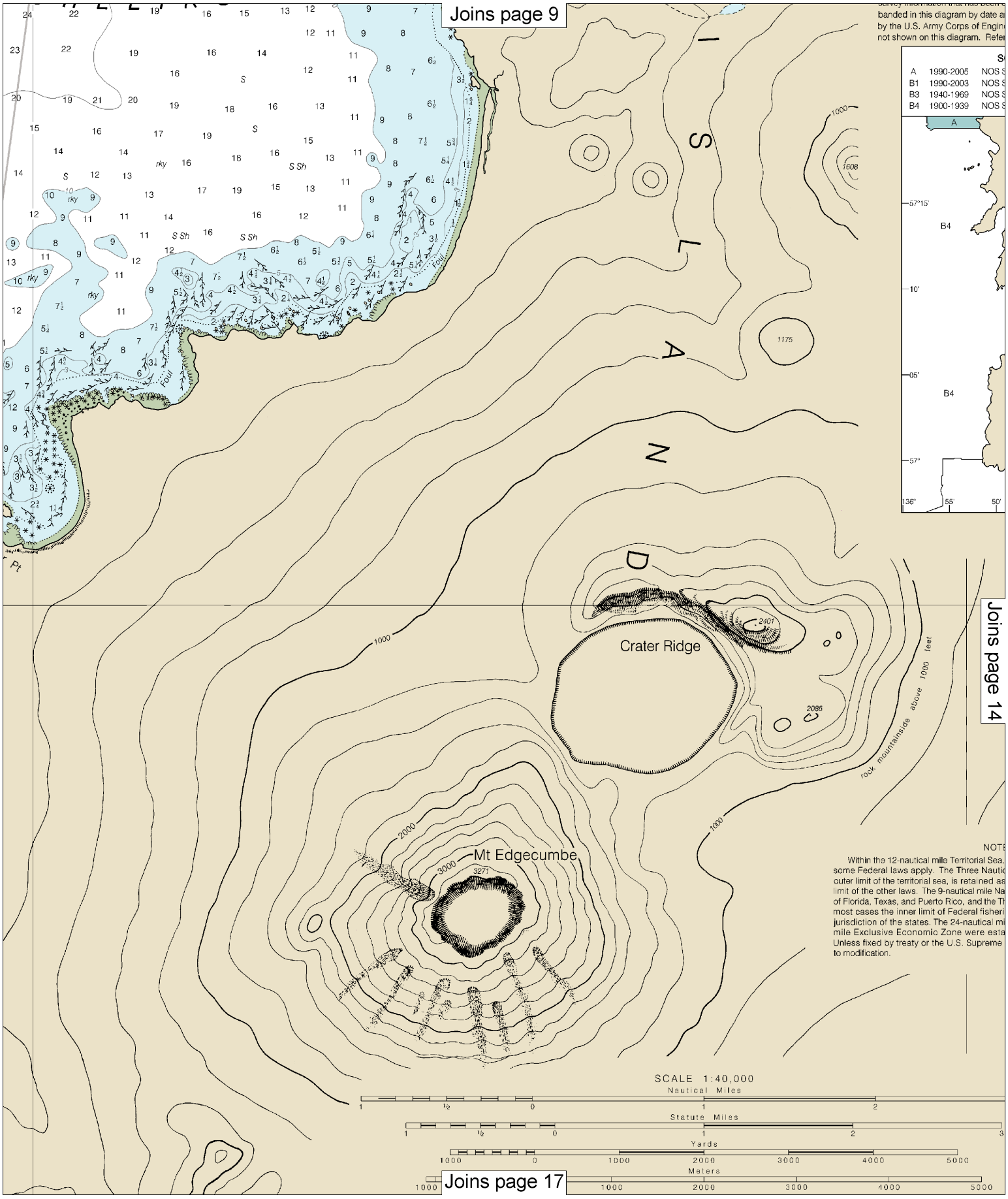
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.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banded in this diagram by date a
by the U.S. Army Corps of Engin
not shown on this diagram. Refer
A 1990-2005 NOS
B1 1990-2003 NOS
B3 1940-1969 NOS
B4 1900-1939 NOS
A
B4
B4
57°15'
10'
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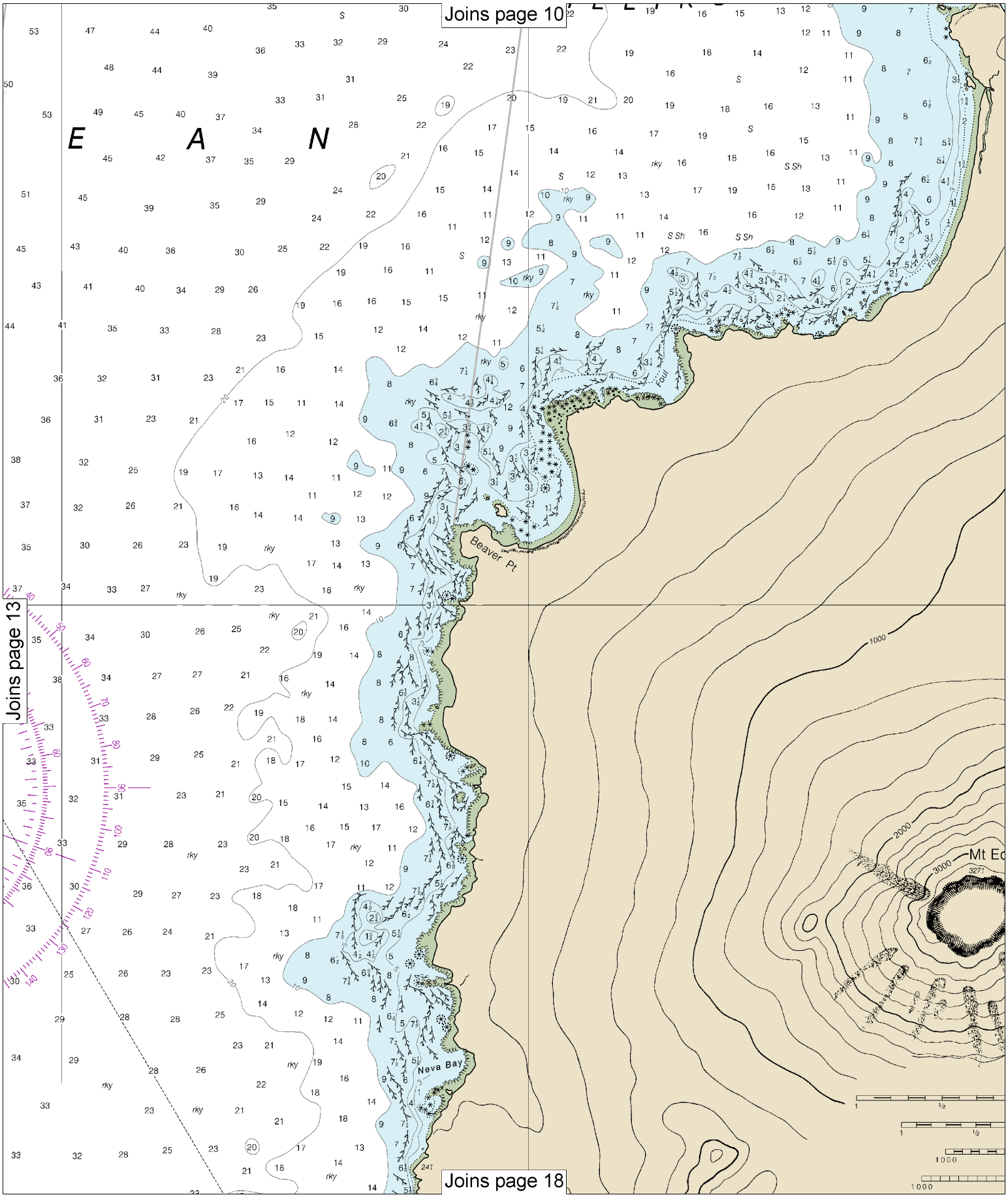
55'
50'
1000
1608
1175
Crater Ridge
2401
2086
rock mountainside above 1000 feet
Mt Edgecumbe
3271
2000
3000
1000
Joins page 14
NOTE
Within the 12-nautical mile Territorial Sea,
some Federal laws apply. The Three Nautic
outer limit of the territorial sea, is retained as
limit of the other laws. The 9-nautical mile Na
of Florida, Texas, and Puerto Rico, and the Th
most cases the inner limit of Federal fisheri
jurisdiction of the states. The 24-nautical mi
mile Exclusive Economic Zone were esta
Unless fixed by treaty or the U.S. Supreme
to modification.
SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
Meters
Joins page 17



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 11

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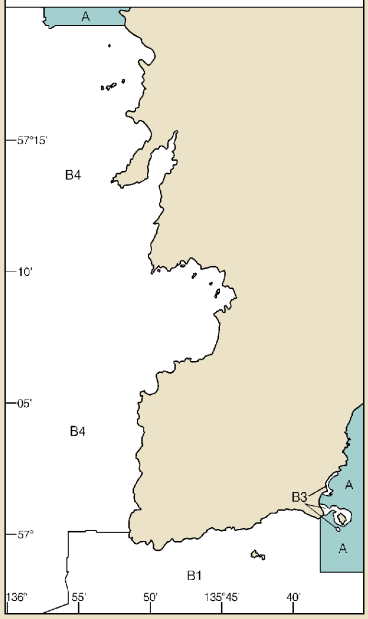

ISLAND

1000
1608
1175
2401
2086
Crater Ridge
rock mountainside above 1000 feet
1000
Edgecumbe
Freds Creek
Cabin
05'

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

SCALE 1:40,000

Nautical Miles 0 1 2 3

Statute Miles 0 1 2 3

Yards 0 1000 2000 3000 4000 5000

Meters 0 1000 2000 3000 4000

Foul Kelp rky Snags

Joins page 19

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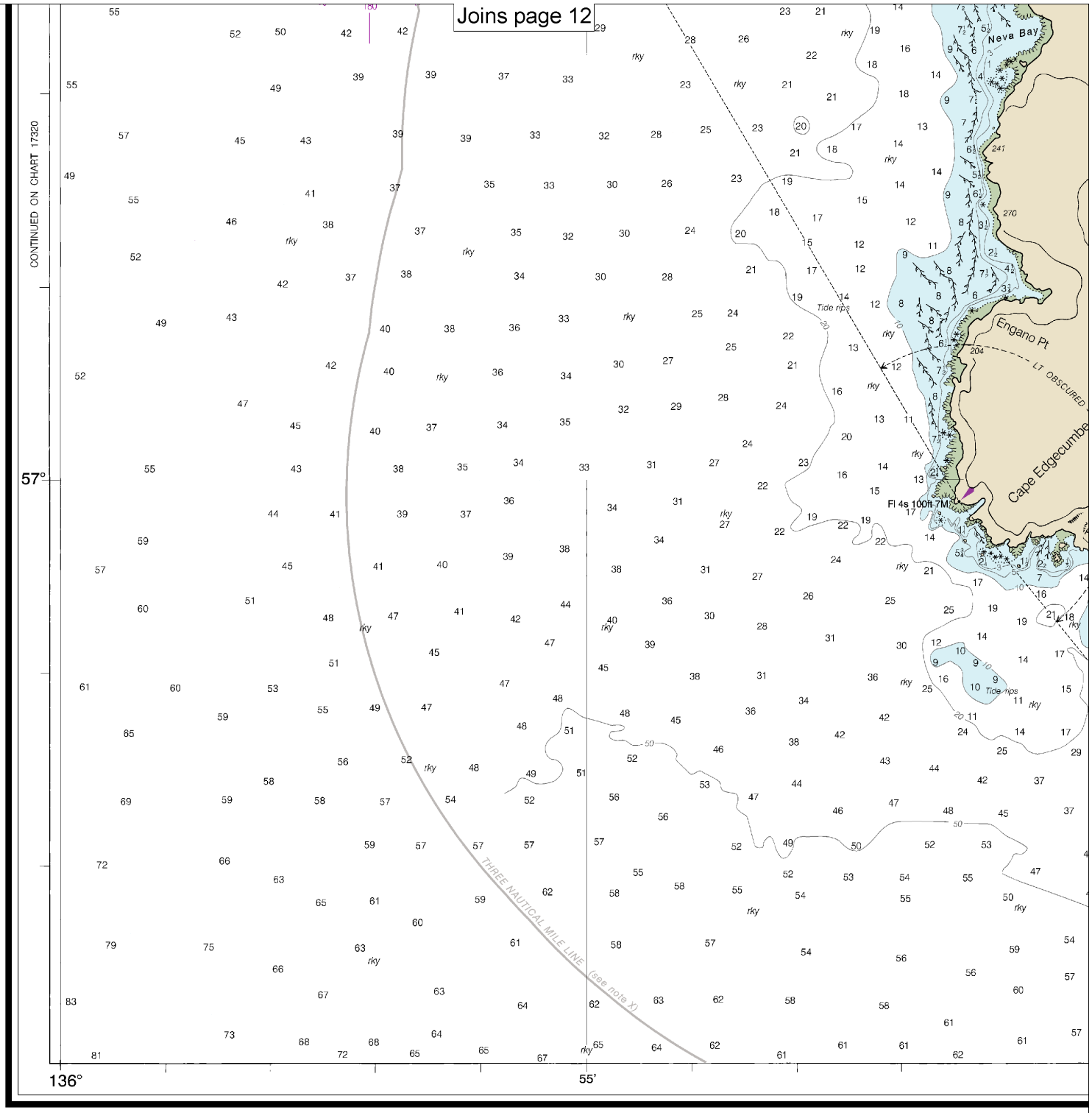


10th Ed., Mar. 2015

17325

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 3/18/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

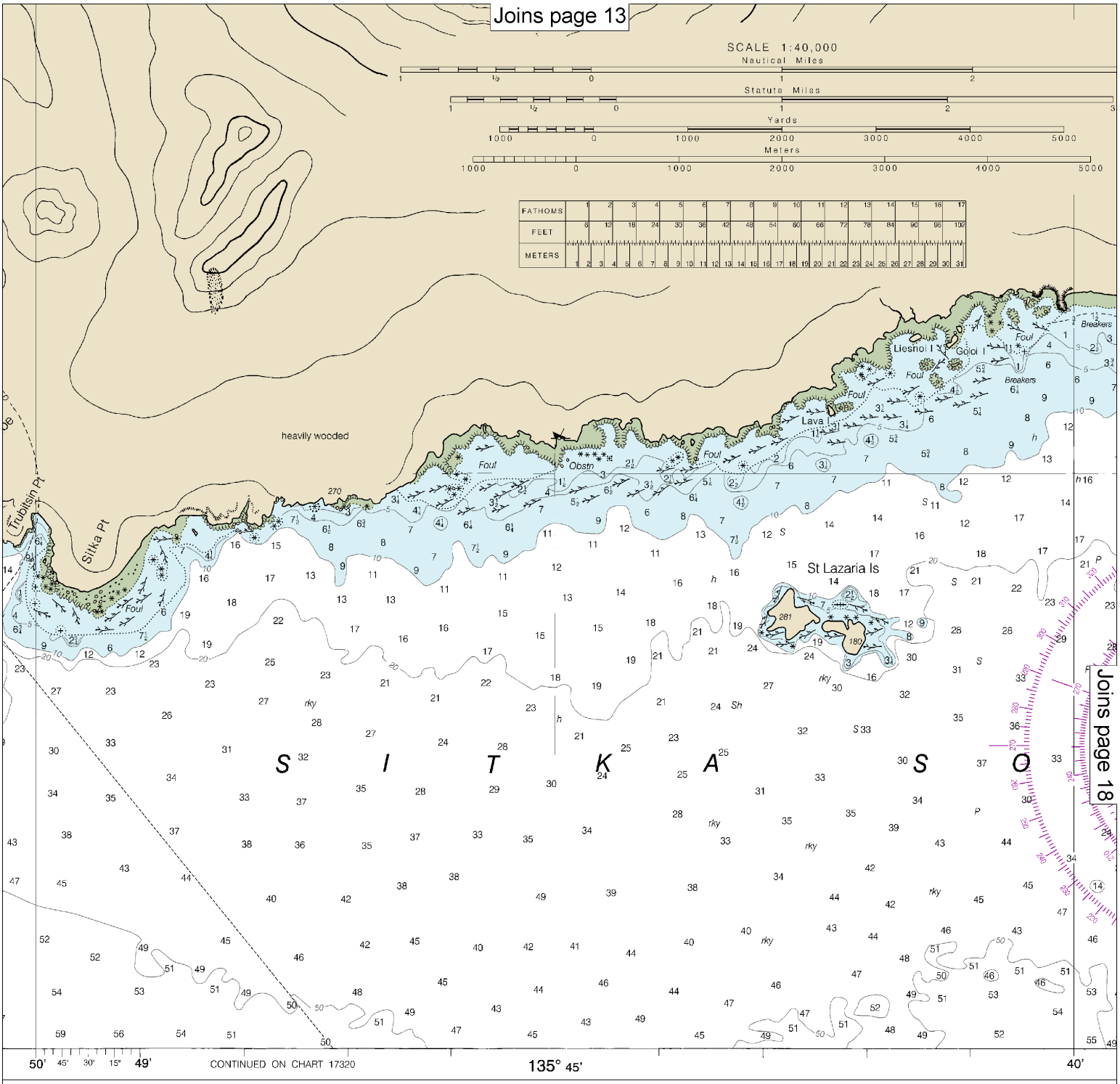
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

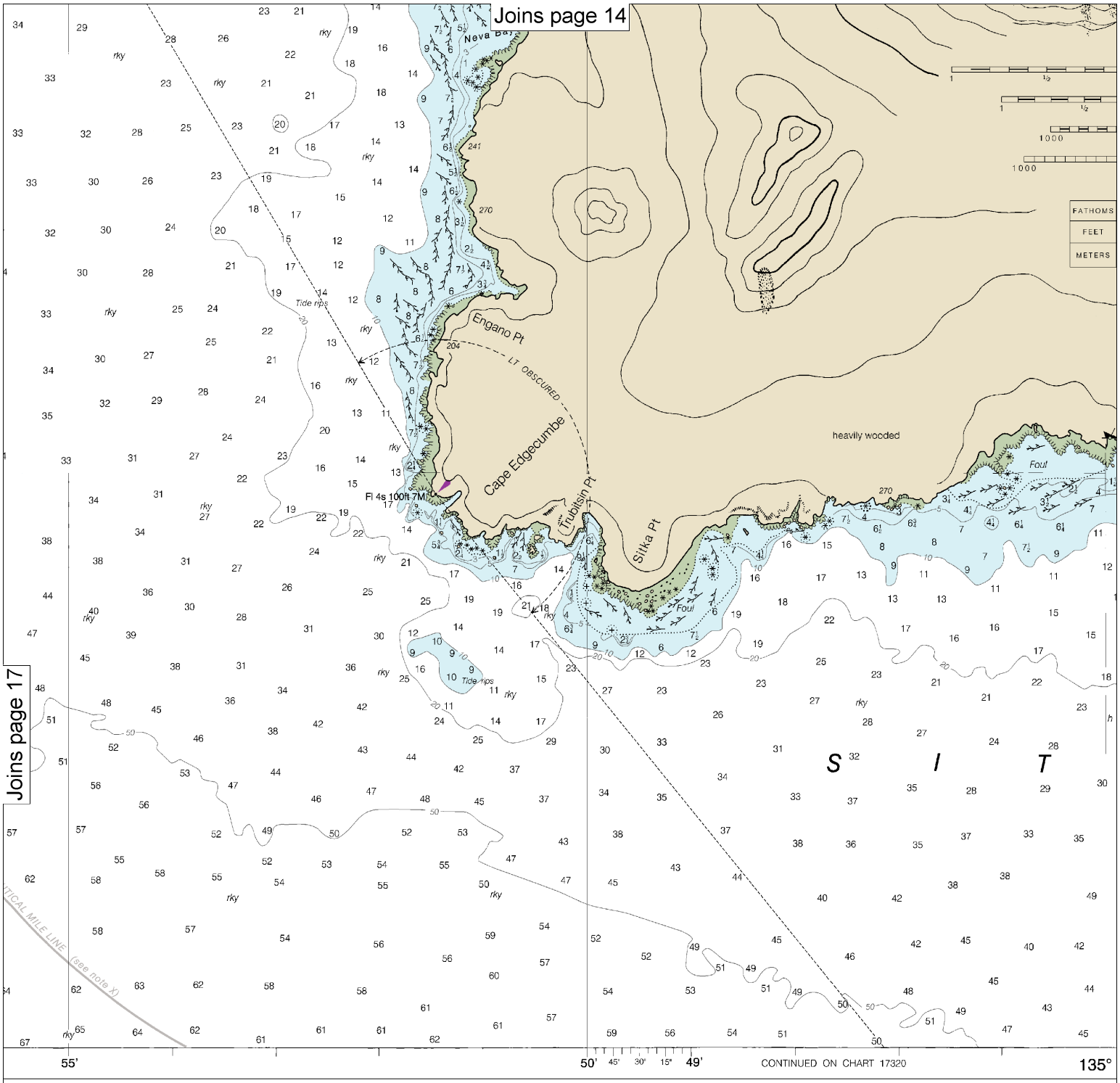
Yards: 1000 0 1000 2000 3000 4000 5000



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FATHOMS

South and West (
SOUNDINGS IN F



ublished weekly by the National Geospatial-Intelligence
by each U.S. Coast Guard district to the dates shown in
Mariners published after the dates shown in the lower left

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOU

S: 1016 (10/28/2016)

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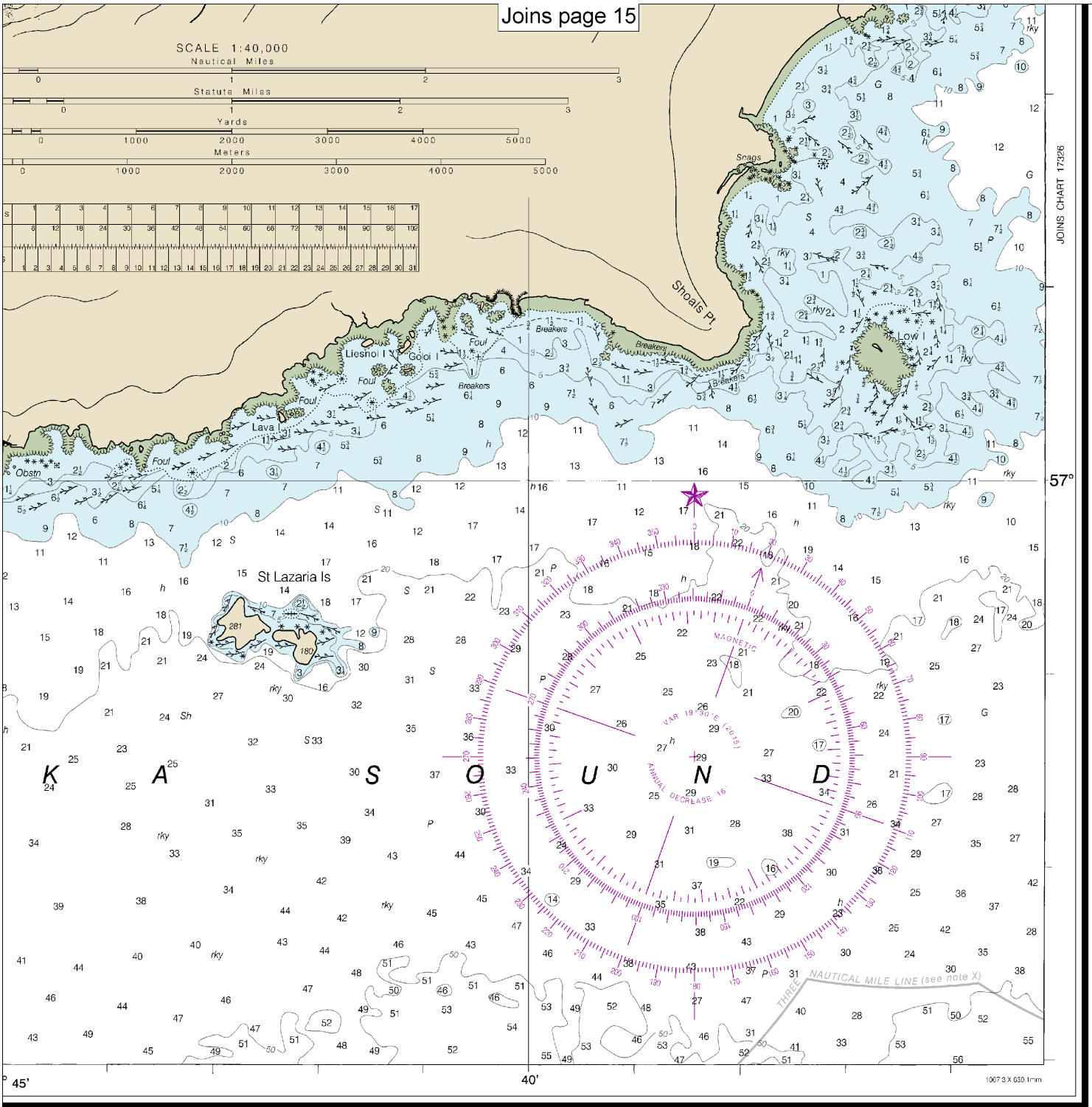

JNDINGS IN FATHOMS

South and West Coasts of Kruzof Island

SOUNDINGS IN FATHOMS - SCALE 1:40,000

17325

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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